

MOOREFIELD STATION
SPEX 2006-0026
SPECIAL EXCEPTION APPLICATION
STATEMENT OF JUSTIFICATION



August 9, 2006, *Revised February 4, 2009*

Introduction



CTD Moorefield Retail, LLC (the "Applicant") is the current owner of a portion of real property within an area known as Moorefield Station in Loudoun County, Virginia. The Applicant seeks Special Exception ("SPEX") approval to permit two separate bank structures on this property, each structure having a drive-through facility, on land zoned PD-TRC as set forth in Section 4-1100 of the Loudoun County Revised 1993 Zoning Ordinance. This application concerns approximately 1.66 acres of the original 600 acre Moorefield Station site, more particularly identified as a portion of Loudoun County Tax Map # 92, Parcel 2: PIN 121-38-0079 (the "Property").

The Applicant's proposed development of the Property, as set forth in a Final Development Plan, FDP 2004-0002 approved June 13, 2005, dovetails with the vision of the Loudoun County Revised General Plan for Business Land Use, transit designed supportive areas complementing the retail, office and service commercial uses in the Inner and Outer Core subareas. The Applicant proposes two bank/financial institution structures within approximately fifty (50) feet of one another, each with a drive-through facility and on-site parking to meet the banking needs of the surrounding residents, employees and commuters. These structures are within the immediate access of other transit oriented developments and supportive networks, including sidewalks and trails for bicycles and pedestrians.

Location and Current Status

The Property is located within the Dulles Election District of Loudoun County, bounded on the north/northeast by Ryan Road and a portion of Mooreview Parkway (which construction has recently been completed) and to the south by the remainder of the Moorefield Green Retail shopping center as well as Old Ryan Road. Directly to the east, a day care facility is planned and to the west, a private road named Windsor Lock Lane has been constructed by Fairfax Investment LP. The Property is located in a PD-TRC Zoning District and is identified for Transit-Designed Supportive uses as approved in ZMAP 2001-0003. Although currently vacant, the portion of Tax Map # 92, Parcel 2 representing the Property is planned for business use, as more particularly described below.

The Property is currently open fields, no steep slopes and a minor flood plain within Parcel 2, due north of the portion of the site contemplated by this Application.

As noted above, the Final Development Plan encompassing the Property, FDP 2004-0002, was approved on June 13, 2005. A Site Plan (STPL 2006-0013) for infrastructure improvements and the multi-family buildings was approved on Dec 22, 2008. The Site Plan Revision to include the retail uses was submitted on January 28, 2009.

Grading and infrastructure improvements have begun on the retail site in which encompass these proposed facilities.

Property's Role in Transit-Oriented Development

The Property is located within Moorefield Station, a community created by a Zoning Map Amendment (ZMAP 2001-0003) approved by the Loudoun County Board of Supervisors as a Planned Development –Transit Related Center. Moorefield Station is bounded on the south by Route 411 (the Loudoun County Parkway) and on the north and east by the Dulles Greenway (Route 267), a limited access highway. The northern and western edges of Moorefield Station abut existing Ryan Road. The western portion adjoins residential subdivision development and is bisected by Route 772.

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A planned mass transit station is to be located adjacent to Moorefield Station to the north of the Property, on the Dulles Greenway. The future station will serve “kiss and ride” commuters, have a connection with local bus routes and serve pedestrian traffic. The location of the future transit station influences the organization of the transit-oriented development. Moorefield Station is comprised of three different subareas with the highest development densities located adjacent to the proposed station. These subareas are the Inner Core (highest density); the Outer Core and the Transit-Designed Supportive area.

The Property that is the subject of this Application falls outside the Outer Core subarea but within what is categorized as a Transit-Designed Supportive Area in the Loudoun County Revised General Plan (“RGP”). This subarea is meant to provide a transitional complementary area between the high-density core and the surrounding development pattern. It will provide a mix of land uses, complimenting and supporting the uses of the Inner and the Outer Core subareas.

The bank uses planned for the Property are designed to provide essential banking needs for future residents, employees and the entire community of Moorefield Station. The fact that the two banking facilities are close to one another provides for complementary use of space while providing the added benefit of a banking service concentration conducive to competition benefiting individuals working and/or living in the area. The banks are adjacent to planned pedestrian-friendly retail space and near a proposed bike trail, all to be built in accordance with the phasing plan of Moorefield Station. The proposed plan for the banks and drive-thru facilities conforms to the proffers of ZMAP 2001-0003, the FIDP and the Loudoun County Comprehensive Plan.

Development Proposal of the Property

The Applicant proposes a special exception to permit two bank/financial institution structures, each with a drive-through facility on the Property. The Applicant requests approval to construct Bank Pad 1 of approximately 3,773 square feet with an approximate 873 square foot drive-through facility having three (3) lanes and one pass-through lane. The Applicant also requests approval to construct Bank Pad 2 of approximately 4,532 square feet with an approximate 1341 square foot drive-through facility having three (3) lanes and one pass-through lane. Bank structures are permitted in the PD-TRC district by right. The Applicant makes this specific special exception proposal, however, to provide the most flexibility to drivers of the community by providing each structure with a drive-through facility.

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As shown on the Special Exception Plan, the Applicant proposes Bank Pad 1 to be positioned south of Mooreview Parkway (north of Bank Pad 2) with a drive-through abutting the western wall of the structure. Bank Pad 2 will be directly south, with a road separating the two sites, and with drive through facilities abutting the eastern wall of the structure. Each Bank structure will have its own access points off of the dividing road and separate access points due north and south of the structures, respectively. The drive-through facilities and planned parking are on opposite sides of each respective structure to, among other things, aid and balance traffic flow in and out of each structure and drive-through facilities to best distribute traffic along the shared road.

Incorporated in the design of the two structures are streetscape improvements, pedestrian connections and interfacing with the planned 10' Regional Trail set forth in the Plan and consistent with the approvals for Moorefield Station. Sidewalks are planned along the frontage and sides of each Bank Pad site. The retail sidewalk system connects to the proffered bus stop on Ryan Road. There are bicycle storage lockers at this location as well. Planting strips are incorporated to separate pedestrians and drive-through customers from street motorists. There are additional planting strips along the north side of Bank Pad 1 to help screen the building from motorists along Mooreview Parkway and the -10' Regional Trail. The new bank structures conform to height setbacks established in the Plan and Zoning Ordinance, with no building greater than 40' in height. Per Section 4-1118 of the Zoning Ordinance, the buffer and screening requirements of Section 5-1400 are not applicable between uses. The required buffers and screening between the future day care site and the bank structures are planned as set forth on sheet 2 of the Plats accompanying the Application.

The Bank structures will appear on either side of a to-be-constructed internal roadway in Moorefield Station with direct access from Mooreview Parkway, one of the larger roadways providing ingress and egress to Moorefield Station thus providing the area with a choice of convenient banking services necessary to life and business in the area.

Conclusion

The Applicant's proposal contains a description of development planned consistent with the vision of Transit-Oriented Development set forth in the Comprehensive Plan. The proposal adds essential transit-related services on the Moorefield Station site. The specific layout within the proposal creates easy accessibility to banking services with drive-through facilities on either side of an internal street within the community adding choice, convenience and traffic flow balance to the area.

Respectfully submitted,

Patton Harris Rust + Associates

Mark Thomas, CLA
Director of Planning and Landscape Architecture

SPECIAL EXCEPTION ISSUES FOR CONSIDERATION:

As set forth in § 6-1310 of Loudoun County Revised 1993 Zoning Ordinance

Moorefield Station - Two Bank/ Financial Institution Structures, each with a Drive-Through Facility

- (A) *Is the proposed special exception consistent with the Comprehensive Plan?*

Yes. The Revised General Plan ("RGP") classifies the Property for Business Land Use, as part of a Transit-Oriented Development in proximity to live/work communities. The Property is located within the Transit-Designed Supportive Area ("TDSA") overlay district. The TDSA overlay district provides for mixed-use property development within one mile of the proposed Metrorail station with a FAR not to exceed .4. The proposed Bank/financial institution structures represent a by-right permitted use in area zoned PD-TRC; it is the addition of drive-through facilities to these banking structures that motivates the need for the Special Exception. The Banking structures with drive-through facilities proposed complement and support the Transit-Oriented Development by providing a choice of necessary banking services, with enhanced support for transit provided with the drive-through services, to businesses, residents, employees and commuters in the Moorefield Station area.

- (B) *Will the proposed special exception adequately provide for safety from fire hazards and have effective measures for fire control?*

Yes. Both proposed Bank pad sites will be readily accessible to emergency vehicles at all times. The Site Plan for the proposed development will contain information specific to the measures to be taken to ensure safety from fire hazards and the placement of effective measures of fire control. The Drive-through facilities next to each Bank pad site are included in the Site Plan and neither assist nor hamper the accessibility of each Bank pad site to emergency vehicles.

- (C) *Will the level and impact of any noise emanating from the site, including that generated by the proposed use, negatively impact the uses in the immediate area?*

It is highly unlikely that any noise generated by the use on the Property will have a detrimental impact on uses in the immediate area. Moreover, this Special Exception is sought for specific drive-through configurations accompanying bank structures, the bank or financial institutions structures themselves constituting by right uses. Thus the only "impact" would be the "noise" of cars idling, rather than being parked; it is highly unlikely that this would even be audible off the Property.

- (D) *Will the glare or light that may be generated by the proposed use negatively impact uses in the immediate area?*

No. Glare or light generated by the use will not negatively impact the immediate area. Any light fixtures specific to the drive-thru facilities will be directed inward and downward to reduce glare. Other light fixtures will serve the banking structures along with parking and thus serve a by-right use.

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- (E) *Will the proposed use be compatible with other existing or proposed uses in the neighborhood, and adjacent parcels?*

Yes. The proposed use of bank facilities is already permitted by right; the proposed use not only will be compatible with other existing or proposed uses in the neighborhood, but actually is the same as the by-right permitted use, with the addition of drive-through facilities. The proposed use will provide two easily accessible bank/financial institution facilities for future residents and employees of the mixed-use Moorefield Station development. The bank/financial institution structures themselves are by-right permitted uses within the Transit-Designed Supportive Area; the only addition sought herein is the configuration of such permitted uses to allow for drive-through facilities.

- (F) *Is there sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood to adequately screen surrounding uses?*

Yes. The surrounding area is at this time undeveloped, but a landscaping plan is included with this Application. As this plan shows, the Property will be screened by proposed vegetation and landscaping to compliment the community.

- (G) *Will the proposed special exception result in the preservation of any topographic or physical, natural, scenic, archeological or historic feature of significant importance?*

Not applicable.

- (H) *Will the proposed special exception damage existing animal habitat, vegetation, water quality (including groundwater) or air quality?*

The proposed special exception will not damage existing animal habitat, vegetation, water quality (including groundwater) or air quality beyond what is already approved for the site.

- (I) *Will the proposed special exception at the specified location contribute to or promote the welfare or convenience of the public?*

Yes, very much so. The exception will serve the existing and future bank needs of residents and commuters in the Moorefield Station community better than those needs would be met without the grant of the exception, and thus contributes to and promotes the welfare and convenience of the public, especially for those individuals that prefer to do some or all of their banking using drive-through facilities.

- (J) *Will the traffic expected to be generated by the proposed use be adequately and safely served by roads, pedestrian connections and other transportation services?*

Yes. Both Bank pad sites will have excellent access from Mooreview Parkway, Ryan Road and the internally constructed road between the proposed bank facilities. Bank Pad Site # 2 has additional southern access via a second planned internal road. The site's proximity to the future Metrorail station and nearby bus lines retail and retail work establishments will allow for residents, employees and commuters alike to use the bank facility without generating excess traffic above what would occur with merely the by-right use of banking facilities.

- (K) *Will, in the case of existing structures proposed to be converted to uses requiring a special exception; the structures meet all code requirements of Loudoun County.*

Not applicable.

- (L) *Will the proposed special exception be served adequately by essential public facilities and services?*

Yes. Public water and sewer are available at the Property, and nothing additional of this kind of facilities or services is required by the special exception.

- (M) *What will be the proposed special exception use effect on the ground water supply?*

There will be no adverse impact on the ground water supply. The Property is currently served by a central LCSA water supply.

- (N) *Will the proposed use affect the structural capacity of the soils?*

No. The proposed use is not expected to have an adverse impact on the structural capacity of the soils.

- (O) *Will the proposed use negatively impact orderly and safe road development and transportation?*

No. The proposed special exception will not negatively impact orderly and sage road development and transportation.

- (P) *Will the proposed special exception use provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plans?*

Yes. The proposed special exception will tend to make the bank facilities already permitted by the zoning more effective and desirable, which in turn is expected to result in additional contributions to the County's tax base and to generate employment opportunities relating to both the operation and maintenance of the bank facilities.

- (Q) *Will the proposed special exception consider the needs of agricultural, industry and businesses in future growth?*

Not applicable.

- (R) *Will adequate on and off-site infrastructure be available?*

Yes. At the time of the development, adequate on and off-site infrastructure will be available.

- (S) *Are odors anticipated which may be generated by the uses on site and if so, might they impact adjacent uses?*

The uses on site are not expected to generate substantial odors from the Property.

- (T) *Do the proposed special exception uses provide sufficient measure to mitigate the impact of construction traffic on existing neighborhoods and school areas?*

Construction traffic associated with the proposal is not anticipated to affect existing neighborhoods and school areas. Details of the construction access and routing will be addressed as part of Site Plan approval.

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